

CANADA-U. S. FLIERS READY FOR BIG RACE

Prince of Wales Will Give Signal to Start Dominion Airmen To-morrow.

COURSE OF 1,040 MILES

Many Noted Aviators of Both Countries in New York-Toronto Contest.

Flying men of Canada and the United States are in readiness to-day for the big New York-Toronto race which is scheduled to be one of the greatest contests in the history of aviation.

The race will be held on the 25th, 26th, 27th, 28th and 29th of August. The Prince of Wales will give the signal that starts his own countrymen on their journey, while the American fliers will leave on the word of Brig.-Gen. William Mitchell, who with Major-Gen. Charles T. Menoher has arranged to enter more than thirty army airmen with the other contestants.

The race will cover approximately 1,040 miles, all contestants being required to make the journey with compulsory stops at Albany, Syracuse and Buffalo. A prize of 10,000 has been offered by the Hotel Commodore, to which all contestants excepting the army men will be eligible. These men will not be permitted to accept cash awards, the purpose of entering them being to try out several types of planes, including machines of British, Italian and German design.

New York should get a good view of the planes, for the Americans, after leaving Roosevelt Field, will cross to Manhattan and circle Pennings Square. In the crowd that will give them godsend will be Laurence Driggs, president of the American Flying Club, which had charge of the contest, and members of the Canadian Club of this city. Forty-second street property owners, members of the Merchants' Association, including A. E. Thorne, secretary, and W. J. Forrest, secretary, and many officers of the army and navy.

Fighting Aces in Race.

The contestants include fighting aces of both countries, who will wear their decorations, and while the American fliers will wear the compliments of the President and the Prince of Wales, the Canadian airmen will carry the Prince's greetings to this country. Many of the machines will carry sacks of mail.

Many well known names are among the entries. Roland Robb, test pilot of the Curtiss Aeroplane and Motor Company, who recently attained a height of 30,700 feet, will fly a triplane known as the Curtiss wing.

Richard H. Dewey, in charge of instruction at the Curtiss Flying School at Garden City, will fly another type of Curtiss plane. Charles Jones, another contestant, has served in French pursuit squadrons, and has two Hun planes to his credit.

Lieut. M. Leslie Hull and Lieut. Ted Parsons, formerly of the Lafayette Escadrille, and Lawrence B. Sperry are in readiness for the fight.

Two other renowned warriors of the air to enter are Capt. J. M. Poole, test pilot of the United States army, and Major C. W. Ford, who served with the French flying forces and later with the American. Major Ford was taken prisoner by the Germans last October, after he had been shot down in the Argonne, and wears the Distinguished Service Cross and Croix de Guerre with palm and gold star.

Some army pilots who will try out planes of various types with the other airmen and the machines which they will use will be:

Col. Archie Miller.....J. N. H. Major Gilkinson.....D. K. R. Major Henry J. Mearns.....D. H. Major Lyons.....D. H. Capt. Harry Smith.....D. E. S. Capt. A. E. Simmonds.....D. E. S. Capt. J. O. Donaldson.....D. E. S. Capt. E. J. McGraw.....D. H. S. Capt. R. C. Johnson.....D. H. S. Capt. M. G. Cleary.....Thomas-Morse Lieut. Ross C. Smith.....D. H. S. Lieut. W. Coates.....D. H. S. Lieut. Roullet.....D. H. S. Lieut. Phillips.....D. H. S. Lieut. W. R. Taylor.....D. H. S.

First Stop for U. S. Flier.

The first stop of the American fliers will be at Quantin Roosevelt Aviation Field, in Albany, where Gov. Smith and other officials will be waiting them. At Syracuse they will land at Bethesda Farm Field. Mayor Buck and prominent citizens of Buffalo will receive them at the Curtiss Aviation Field in that city, from which they will proceed to Toronto. At each point there will be a committee from the American Flying Club.

The Toronto end of the race will be a feature of the Canadian National Exhibition, and T. A. Russell, president of the exhibit, John G. Kent, general manager, Mayor Church and members of the Royal York Club will be among the guests when the Prince gives the signal to start.

The contest has aroused the interest of many business men, both here and in the Dominion, who look upon it as a step toward the establishment of commercial relations by means of the air. George Sweeney, vice-president and general manager of the Hotel Commodore, which is donating the prize, expressed hope yesterday that air routes might be established between the large cities in the big cities, so that travelers might go direct from one hotel to another by means of craft operating on schedule time.

Mr. Driggs of the American Flying Club said of the race that the response given it shows a greatly increased interest in aviation in both Canada and the United States. "Aerial routes should be established and fields laid out in all parts of the country," he said, "and transportation by air should be under a separate department in the President's Cabinet. America, while flying to the world, is behind almost every other country in the progress of aviation."

288 HOURS ALLOWED IN PACIFIC FLIGHT

Terms Announced in Ince and Orteig Contests.

The terms of the Thomas H. Ince \$50,000 transatlantic flight and the Raymond Orteig \$25,000 contest for the first successful flight between New York and Paris were made public yesterday. Both competitions are open to fliers of all countries, duly registered, and in each either land or seaplane may be used.

The Thomas H. Ince flight must be made between September of this year and February, 1920, starting from either side of the Pacific and finishing with a flying time of 288 hours or less. Fliers on this side must leave from Mr. Ince's air stations at Venice, Cal., and must land on the mainland of Australia, the mainland of Japan, the Philippines or the continent of Asia.

Machines may be towed or repaired at sea, but the flight must be made in one machine and the flying distance must be 95 per cent. of the course covered. Those who start from the East at any of the points named as the destination of the Western fliers must land on the Western coast of the United States.

In case seaplanes are used the pilots will be required after starting from the water to circle back over the mainland. The flight time will be taken from that point.

If no flier is successful in making the complete trip alternative prizes are offered. If the pilot reaches the Hawaiian Islands ahead of his competitors he will receive \$10,000. In case none reaches the Hawaiian Islands the flier who covers the greatest distance in that direction will receive \$5,000.

The Orteig prize permits a start from either side of the Atlantic, and requires landings to be made within fifty miles of New York or at any point on the French coast. The competition is open for five years after May 25, 1919, only one aircraft may be used during the flight, but it may be repaired en route. Both competitions are under the direction of the Aero Club of America.

PATHFINDER AT COLUMBUS.

Lieut. Pearson Has No News of Three Other Aviators.

COLUMBUS, Aug. 23.—After turning over when attempting to land in central Pennsylvania and later lost in the mountains of West Virginia Lieut. R. F. Pearson arrived here this morning with the first airplane of the all American pathfinder expedition. He landed last evening at Pataskala, a short distance from Columbus, and spent the night there.

Lieut. Pearson said he knew nothing of the three other planes which left Huntingdon, Pa., yesterday morning.

CALLS SHILLADY OFFENDER.

Texas Governor Answers Colored People's Association.

AUSTIN, Tex., Aug. 23.—Gov. W. P. Hobby, in a telegram to-day to officials of the National Association for the Advancement of Colored People, said John R. Shillady, the organization's secretary, who was beaten and ordered out of Austin yesterday, was the only offender in connection with the matter.

The telegram sent by the Governor was in reply to an inquiry from the chairman of the organization, asking what efforts were being made to punish those who attacked Shillady. The Governor's reply was:

"Shillady was the only offender in connection with the matter referred to in your telegram, and he was punished before your inquiry came."

Provision Hoarder Fined \$500.

CLEVELAND, Aug. 23.—Joseph N. Nash, secretary-treasurer of the Cleveland Provision Company, to-day was fined \$500 and costs for violating the State law covering holding of food in cold storage by Municipal Judge Silbert. On a similar charge William F. Fletcher, Cleveland manager for Swift & Co., Chicago packers, was given the same fine yesterday.

His \$5,000 Gift Returned.

Asked if he intended to limit his contributions from any source to \$1,000, as Chairman W. H. Hays of the Republican National Committee has decided to do, Mr. Jamieson said he would not limit them any more rigidly than that. This led him to tell a story to the effect that a mysterious individual in 1916, after considerable talk, had given to the Democrats a check for \$5,000.

"We were elated," he declared, "until we were told that the same individual had given \$15,000 to the Republicans. We sent the \$5,000 check back—said we did not need it."

As for methods they are going to use the well known mail order method, with card indexes and follow up letters. In fact, all the latest and most efficient wrinkles will be employed. Each person is to be asked for a specific amount.

"It is my experience that you get five times as much in the long run by asking a man for an amount which you had learned by inquiry he can afford to give," Mr. Jamieson said. "Our returns from general appeals were only 15 per cent, while solicited requests for certain amounts gave almost 100 per cent. returns."

There is a chance for deserving Democrats to get good jobs, as Mr. Jamieson has been to pick organizers or four good men for heads of bureaus in his department. Before the organization is perfected there will be some twenty bureau heads in the finance department. There are 25,000 letters to be sent out between now and the close of the 1920 campaign.

Mr. Jamieson said they would not take any so-called "dirty money," that he did not think it would sanctify it to give it to the Democratic National Committee.

Asked about candidates Mr. Jamieson sparred a little and said that he had heard the names mentioned of William G. McAdoo, former Secretary of the Treasury; A. Mitchell Palmer, Attorney-General of the United States; Gov. James M. Cox of Ohio, and John W. Davis of West Virginia, Ambassador to the Court of St. James.

Uncertainty as to Candidate.

"Vice-President Marshall will undoubtedly have the Indiana delegation," he continued, "and Senator Hitchcock that of Nebraska. But who the candidate will be nobody can tell at this time. I have just returned from a trip across the country and I find much uncertainty as to the candidate."

"Of course, I cannot speak officially for President Wilson," he replied in answer to a question, "but my personal opinion is the only thing that would impel him to be a candidate again would be the defeat of his League of Nations."

"Bryan is a splendid Presbyterian," said Mr. Jamieson, when asked whether he thought the originator of "the Cross of Gold" simile banked to make an other trial. "Gen. Weaver once declared that Mr. Bryan had said to him that the Lord God Almighty had called him (Bryan) to be President. Being a Presbyterian and believing in predestination, I would hate to say that Mr. Bryan does not still think that way and is not a prospective candidate. But, sincerely, I do not think he will be nominated."

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DEMOCRATS SEEK \$10,000,000 FUND

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than five gifts of \$25 each from persons who did not feel it."

Gold Paved Way to Success.

Mr. Jamieson asserted that the Democrats had won in Presidential campaigns since the civil war in every case where they had sufficient money. "That was true in the Tilden campaign of 1876, which was won in spite of the declaration of the electoral college," he continued, "and we would have won in 1880, except for the fact that we had to substitute Hancock for Tilden because of the death of the latter."

"In the first Cleveland campaign we had lots of money and we won. In 1892, when he was elected for the second time, William C. Whitney and his friends furnished the sinews of war in abundance. In the three Bryan campaigns and the Parker campaign we did not have in all as much money as we will spend for two cent postage stamps between now and election day in 1920. We figure that amount will be \$700,000. We figure that amount will be \$700,000 before election day in 1914 and after the reelection of President Wilson got enough to pay off a \$700,000 debt. There were about 200,000 contributors to this fund."

It was recalled that at the time it was reported that the deficit was due to the fact that Henry Ford had not given as liberally as had been anticipated. Mr. Jamieson smiled and said they had not figured on him too heavily.

Outlining the factors that would make it necessary to have a bigger fund in 1920 Mr. Jamieson said that there would be 12,000,000 more voters, men and women, one-third of them young men who had reached their majority. The cost of campaigning had gone up tremendously, along with everything else. And last but not least, he believed that the 1920 fight would be the most intense this country had seen for many years.

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